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PLANE TALK

FAA, Flight Standards District Office
3431 Aviation Road, Suite 120,
Lincoln, NE 68524, 402 475-1738, FAX 402 458-7841
http://www.faa.gov/fsdo/lnk/

UPCOMING EVENTS

October 2, 2006—2006 Safety Awareness Seminar, Winter Operations for Cessna Caravan Operators, 9:00 a.m., Holiday Inn-Mid-Town, 2503 S. Locust St., Grand Island, NE

October 30, 2006—Bridging the Gap Between Pilot and Chart Makers, 7:00 p.m., Educational Unit 13, Rooms B & C, 4215 Avenue 1, Scottsbluff, NE

October 31, 2006—Bridging the Gap Between Pilots and Chart Makers, 7:00 p.m., Leo Johnson Conference Room, Airport Terminal, 5400 East Lee Bird Dr., North Platte, NE

November 1, 2006—Bridging the Gap Between Pilots and Chart Makers—7:00 p.m., University of Nebraska at Kearney, Student Union-Cedar Room, 905 W. 25th St., Kearney, NE

November 2, 2006—Bridging the Gap Between Pilots and Chart Makers—7:00 p.m., Aviation Institute at UNO, Alumni Center, Bootstrapper Hall, 6100 Dodge St., Omaha, NE

November 3, 2006—Bridging the Gap Between Pilots and Chart Makers—7:00 p.m., J & D Aircraft Service, Rooms B & C, 4003 County Road G, Tekamah, NE

For Safety Meetings:

www.faasafety.gov

Inside this issue:

CHANGE OF ADDRESS

If you change your address or do not want to continue to receive PLANE TALK, please let us know so we can change our address listing.

FAA AVIATION NEWS

For more FAA information, you can subscribe to the **FAA AVIATION NEWS** magazine by calling the Government Printing Office (GPO) at (202) 512-1800. GPO's code for the magazine is FAN. You can also call the FSDO, (402) 475-1738, and ask for a copy of the magazine and use the subscription form included in the magazine. We only get a few extra copies of the magazine for each edition, but we will put your name on a waiting list and send you one when we get it. Cost of the magazine is $21.00 per year.

SECURITY

Because of increased security at FAA offices, we must keep our office locked; therefore, no one will be allowed in the office without an appointment. **Also, when entering our facility, you may not have any items in your possession that are not fully exposed and easily viewed. Briefcases, purses and backpacks are not allowed. REMEMBER: PLEASE CALL FOR AN APPOINTMENT BEFORE YOU MAKE A TRIP TO OUR OFFICE.**

WINGS PROGRAM PARTICIPANTS

Congratulations to the following pilots for having successfully participated in the Pilot Proficiency Award (WINGS) Program:

PHASE 1: Elizabeth E. Bowen, Marion Cain, Virgil Coryell, Laura Kay Crowl, James Foley, Andrew Petersen, Robert Skiba, Richard L. Wolfe, Melissa P. Wurdeman, Matthew J. Young

PHASE II: Brandon Biba, Brent D. Bowen, Lyndon Groth, Jason L. Linder, John H. Pineda

PHASE III: James Carpenter, Robert A. Dyer, Leo F. Frede, Daniel Vogt

PHASE IV: Susan E. Harbowy, Kenneth Rudie

PHASE V: Kathleen McCoy, Bayne G. Linden, Russ Timmerman

PHASE VI: Terry Maurel, Patrick T. O'Brien, John G. Sidle

PHASE VII: Charles E. Daubs, Kent L. Dorste, John K. Shannahan

PHASE VIII: Herman Person

PHASE IX: Ted Kayton, Barton Kreider

PHASE X: Philip E. Jossi, Thomas F. Pfllug

PHASE XI: Arthur W. Jordan

PHASE XII: Ward Combs, Thomas C. Ostlund

FSDO NEWS

My name is Marlyn Beisner and I am a new Avionics Aviation Safety Inspector in the Duncan Repair Station Certificate Management Unit in the Lincoln FSDO.

I started my aviation career in July 1981, working for Avionics Systems, Inc., d/b/a Grand Island Aviation. I started as a bench technician and was the shop supervisor when Grand Island Aviation was sold in October 2003. After the purchase by Trego/Dugan Aviation, I became the Accountable Manager until June 2006 when I had a complete life change and was hired by the FAA.

My wife and youngest son are still living in Grand Island at this time until my son graduates from high school in two years. My oldest son is attending Spartan School of Aeronautics seeking a career in avionics and obtaining a pilot certificate.

Hello, my name is Steve Helwig. I was born and raised in St. Paul, Minnesota, and started my aviation career when I was only eleven years old. My father got his pilot certificate and wanted to build his first airplane. He bought a J-3 Cub kit and started to build it in the basement of our house. I was able to help him with this and many other projects to come. I helped with putting on the cloth envelopes for the wing and fuselage and doing some of the rib stitching, Dac-profing, and general assemble of the airplane. After that was done, I helped rebuild three more J-3's, a Tri-Pacer, a Taylorcraft, two Beech Stagerwings, a Stintson Reliegant and the tail feathers for a DC-3. All this was before I was 18.

I joined the USAF as an Aircraft Electrical Systems Specialist. I spent three years at RAF Alconbury in England working on RF-4C's and F-5E's with the 10th Component Repair Squadron.

After leaving the Military I moved to Orlando, Florida, and worked for the Cessna Aircraft Company for about 10 years. I started as an Avionics Technician and worked my way up to the Lead Avionics Tech. I only worked on the Cessna Citation line of aircraft, but I did more than just Avionics work, I would work on anything that had a wire attached to it including fuel, flaps, landing gear, engines, etc. I also traveled to several other countries in South and Central America as well as the Caribbean to repair Citations that we grounded for various reasons.

I then moved back to the Mid-West and worked for Elliott Aviation in Omaha, Nebraska, as an Avionics Tech. I worked on many different types of aircraft (mostly Beech) doing installations and repairs of avionics/electrical systems.

After seven years with Elliott Aviation, I then moved next door to Garrett Aviation and worked there for about two and a half years as the only Avionics Tech with the facility. I worked on some of the larger general aviation aircraft and was able to work with a lot of the aircraft on corporate row in Omaha.

I then started working for Silverhawk Aviation in Lincoln as the Avionics Manager and worked there for almost two years before joining the Lincoln FSDO as an Avionics Aviation Safety Inspector with the Duncan Repair Station Certificate Management Unit.

My wife's name is Wendy and between us we have seven beautiful children and five grandchildren with another on the way.

My name is Sean Nickerson. I was born in Port Jefferson, NY. When I was around 10 years old, my father, working for TWA flying internationally, started to take me on trips during his time off. Many were to Montauk Pt., Long Island where we went fishing for bluefish and striped bass. Other trips were to Hawaii where we would go out on the Kahuna Kai for mahi mahi, wahoo, and marlin. We did a lot of deep sea fishing. I went to high school in Kansas City, Kansas, a big change from New York, but TWA had transferred us.

I gained an interest for science in 6th grade, and seeing pictures of my grandfather flying the B-29 Enola Gay as a test pilot in the Army Air Corp sparked a fascination for airplanes and military, as well as my father's endeavors. I pursued a degree in physics with a minor in psychology. After 4 years of study, I moved to Miami, Florida and worked for the family business for about four years.

Dad went on to work with Polar Air, NASA, and obtained a position in the FAA in 1998. I wanted a career in aviation as well, and followed my grandfather's footsteps into the Air Force. I proudly served for 10 years, while continuing my love for science at universities across the country. I worked hard at bettering myself with education and work experience. My last six years in the Air Force I was a Staff Sergeant. I worked as an Expeditor, a Flight Chief, and a Lead Technician and I continue my education of aviation as a full time student with Embry-Riddle Aeronautical University today.

While on active duty, I met my beautiful wife and wanted a family with her. We have a 14 month old boy with another baby on the way. I feel very good about being here and I know this will be a great experience. I make every day, the first day of the rest of my life, and I want very much to someday watch my grandchildren play.

FSDO NEWS (Continued)

Hello, I am Richard Stone and I have been selected to be a General Aviation Avionics Safety Inspector here at the Lincoln Flight Standards District Office.

I have transferred here from the Mike Monroney Aeronautical Center in Oklahoma City where our primary mission was to modify and maintain the electronic equipment developed for the FAA's Flight Inspection fleet. As a Part of the ATO our organization certified approaches and nav-aids located around the world for civilian and military operations. We developed systems to flight check and certify the new GPS WAAS and LAAS navigation currently being implemented around the country and even certified the MSBLS nav-aid for use during the space shuttle landings. In addition we modified, maintained and repaired many other agency aircraft as needed to meet their needs. My opportunity to work avionics with the FAA's Flight Inspection Maintenance Branch was a once in a lifetime experience that has given me a much deeper understanding of the NAS system than I might otherwise have had.

Prior to joining the FAA I worked aircraft maintenance for AAR Corp. in Oklahoma City first as a contractor and later as a permanent employee. My experience there included work on regional and heavy aircraft both as a mechanic and avionics technician. I hope the experience I gained there will give me the insight to better serve regional operators here in Nebraska.

I spent about four years at Tinker Air Force Base as a civil service aircraft mechanic, structural mechanic and electrician. At Tinker we performed depot level maintenance on KC135, AWACS, B52 and B1 aircraft.

Prior to Tinker AFB I, like most aviation enthusiasts worked several years for independent shops and even as a jack of all trades for a part 141 flight school where I built considerable time in several different aircraft. While there I earned a commercial multi-engine pilot rating and a CFII.

I have spent almost twenty five years in aviation. I am a product of the industry I now serve and I am looking forward to meeting the operators and certificate holders in this district.

NEW PROCESSING PROCEDURE FOR FAA FORM 337

Effective immediately, the Lincoln Flight Standards District Office will no longer review FAA Form 337, *Major Repair and Alteration (Airframe, Powerplant, Propeller, and Appliance)*, prior to forwarding this document to the Aircraft Registry in Oklahoma City.

What brought this about?

Title 14 of the Code of Federal Regulations (14 CFR) part 43, appendix B, section (a)(3) states that each person performing a major repair or major alteration shall forward a copy of FAA Form 337 to the local FSDO within 48 hours after the aircraft, airframe, aircraft engine, propeller, or appliance is approved for return to service. Section 43.12 further describes the requirements and consequences regarding the falsification, reproduction or alteration of maintenance records, while Section 43.9(d) places the responsibility of data quality and information on the person performing the work.

Consequently, the FAA issued Notice 8300.121, *Use and Submission of FAA Form 337, Including Automated Submission and Retention System (ASRS),* on June 12, 2006. This notice announces the option of submitting an electronic FAA Form 337 directly to the FAA Registry in lieu of the traditional paper copy sent to the FSDO. To support this new process, the FAA is amending FAA Order 8300.10, *Airworthiness Inspectors Handbook*, and FAA Advisory Circular 49.9-1E, *Instructions for the Completion of FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).*

What does this mean to you?

Essentially, any submitted FAA Form 337 will be processed without benefit of our review for completeness and accuracy. As many of you know, we have historically returned 337s when we discovered inadequate or erroneous information. Although some have viewed this practice as an irritant, the actual intent was to ensure the validity of the information used to alter or repair aircraft. Vice versa, some individuals relied on our review as a last line of defense prior to entry into the Aircraft Registry's aircraft records. Regardless of your opinion on the matter, **YOU** are now solely responsible for the content of FAA Form 337.

How will you proceed?

Continue to provide paper copies of FAA Form 337 to the Lincoln FSDO within 48 hours of the completion of a major repair or alteration. These forms will be gathered and forwarded to the Aircraft Registry in Oklahoma City. Later this year, the FAA expects to launch the automated electronic Form 337. Utilization of the automated system is entirely optional. The electronic Form 337 has a similar format with some administrative enhancements to facilitate statistical analysis. Upon completion, the user will submit these forms directly to the Registry. Regardless of which system you intend to use, please ensure that your entries are accurate and provide a complete description of the work accomplished.

Remember, it is **the installer's responsibility** to provide accurate information on any FAA form. If you are unsure, please contact the FSDO for assistance.

Further information on processing FAA Form 337 can be reviewed in FAA Notice 8300.121, which is available on the FAA Web site at the following address: http: www.faa.gov/library/manuals/examiners_inspectors/8300/notices/

CUSTOMER FEEDBACK AND THE FAA

Most of you may not be aware that the Lincoln Flight Standards District Office (FSDO) is currently involved in obtaining International Organization for Standards (ISO) certification, as is the entire Aviation Safety Organization.

Briefly, ISO is a continuous improvement process that allows us to identify what we do, document how we do it in a Quality Management System (QMS) process, and follow up on any corrections to ensure the corrective action was effective and actually fixed the problem. One of the catalysts justifying such a large cultural change is to address the saying—common in some aviation circles—that *"there's nothing standard in Flight Standards."* Without using too much precious brain energy, one can quickly see why we would want to change such an attitude—valid or not.

To do this, Flight Standards is committed to taking the steps necessary to put standardization into everything we do—whether or not the process is an internal process that only we will know about or the process involves certification or surveillance activities. The Flight Standards Service received its ISO registration earlier this year that covers all Flight Standards regional and field offices worldwide.

One of the most vital aspects of the ISO process is to verify that our processes produce the result that we want. In other words, when we follow our documented procedures, we want to be sure the results we get are the ones we expected. We can verify this in several ways—audits, by observing the activity, or by getting customer feedback of our activities. The first two methods are strictly internal; to take advantage of the insight and observations from those we conduct business with every day, we need your input, your thoughts, and your ideas if we did not meet your expectations.

The Lincoln FSDO has added a web address to all of our correspondence and other documents providing the location of the *Flight Standards Service QMS Customer Feedback Form*. The address is:

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/

When you get there, it will ask you to identify the office you are providing feedback for; in our case, you would scroll down and select ***"Lincoln FSDO (CE-09)."*** Next, it will ask you to select the service we provided; such as, DPE renewal, part 145 certification, etc. If the service cannot be determined, at the bottom of this list is the catchall ***"Other"*** you can use. There is a box available for your comments on what service we provided.

Once you are done, simply click on the "Submit" button and that's all there is to it! Providing your name, company information, and contact information is optional; however, I would like very much to follow-up to ensure that any changes we made were effective and resolved any negative issues that may have been raised.

I look forward to your comments and to hearing about how we can further improve our service to the Nebraska Aviation Community!

Diana Frohn, Manager

FAASTeam UPDATE

A new faasafety.gov website will be released October 1st to coincide with the start of the new FAASTeam. The website will contain many new links and useful information about the program.

WINGS and AMT

On October 31, 2006, the new Pilot Proficiency Program (WINGS program) will be released along with a revised Advisory Circular. The new faasafety.gov website will allow people to begin using the new WINGS program in January, which means airman will be allowed to continue using the old program though 2006 so they can obtain the next level WINGS, if so desired. The new Pilot Proficiency Program is completely automated and located on the new faasafety.gov website beginning in January. AMT awards will still be processed at the local FSDO for the time being. www.faasafety.gov

Seminars

When the FAASTeam sponsors a seminar, the postcards and emails will only reach those airmen in which the seminars were tailored, and for those airmen who reside within approximately 100 miles of the seminar location. You can, however, log-on to the website and set your preferences to flash the entire State's activities upon sign-in.

Videos

The FAA Production Studio now handles this service from Lakeland FL. When you select the following link, you can scroll down to the bottom of the page and select "order videos." The studio will send any FAA video, to any airman, free of charge.

http://faaproductionstudios.com/

If you have additional questions about the new FAASTeam, you may contact your local FAASTeam Representative June Tonsing (Ops) (800-322-8876) or Bobby Reed (AW) (800-519-3269) directly.

HOW TO GET IN THE PATTERN

Beginning in spring through the fall, I fly to quite a few fly-ins and flight breakfasts. What is most noticeable is all the different ways pilots enter the traffic pattern at non-controlled fields.

One such memorable occasion was at a flight breakfast in Iowa. This airport had left traffic and everybody was landing to the north. The traffic pattern was full of aircraft of varying performance and one poor soul was entering the pattern from the east and trying to enter on a right base. He continued to make 360 degree turns for spacing with the traffic that was flying the correct left pattern, only to find himself head on with traffic on a left base. He continued with his 360s and I think my kids and I were already eating our flapjacks before he made it to final.

We all know that §91.103 states that, "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight." This information should include the traffic pattern altitude and direction. You can find this information in the Airport Facility Directory (AFD). The absence of this information means that the traffic pattern is left turns and the traffic pattern altitude for light aircraft is 1,000 feet above ground level (AGL), or for large aircraft, over 12,500 pounds, or for turbine aircraft 1,500 feet AGL. The Sectional Chart should also show an "RP" for right pattern if the traffic pattern is right turns. Additionally, §91.126 spells out the direction of turns for a non-controlled airport which states, "Each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right."

So how should we enter the pattern? Let me preface this next statement with: There are exceptions. This article is geared towards airplanes, not other kinds of aircraft, and at non-controlled airports. The goal is to enter the pattern in a safe and orderly fashion that gives everyone a better chance to avoid a midair collision.

The Aeronautical Information Manual (AIM) **only** recommends one way to enter the pattern. The AIM **only** recommends a 45 degree entry to the downwind leg of the pattern. It does not recommend a long straight-in entry to final, entry on crosswind, or an entry on base leg.

If you are approaching the airport from the opposite side of the downwind leg, you can fly over the field above pattern altitude, which would be at least 1,000 feet above pattern altitude. The reason for 1,000 feet is that the pattern altitude for large aircraft is already 500 feet above pattern altitude for light aircraft. Also, by entering this way, you can look at the windsock and, if any, the traffic pattern indicator. Be sure to fly far enough away from the traffic pattern before descending to the traffic pattern altitude and turn for your 45 degree entry to the downwind leg. For collision avoidance, you want to enter the pattern at pattern altitude and not be descending while in the pattern. Since the FAA's Airplane Flying Handbook states to fly your downwind leg one-half to one mile from the runway, depending on aircraft performance, you should be able to consider yourself out of the pattern when you are more than a mile from the runway, even better two to three miles out.

If you are approaching the airport from the downwind side, you can fly just wide enough to enter the 45 degree entry leg. Most Global Positioning Systems (GPS) have an Omni Bearing Selector mode (OBS), like a VOR, that you can set your course on a 45 degree line to the Airport Reference Point, center of the field, to give you a pictorial display of the 45 degree leg.

What are the legal aspects of a traffic pattern entry at a non-controlled airport? We have already discussed §91.126, about flying left turns in an airplane at a non-controlled airport. You may be thinking, if I fly a long straight-in final, I'm not making any turns, so that should be legal. This is legal but not necessarily safe, and definitely not courteous if other planes are in the pattern. It is possible that §91.13, *careless or reckless*, could enter the equation for a pilot that enters on a long straight-in final or any other non-recommended pattern entry if a near midair collision or collision occurred. The FAA is required to investigate any complaints that come to their attention.

Now, for the previously mentioned exceptions. We should use common sense with this topic as well as in everything else we do. There are airports in this country, most notably in the mountains, which cannot possibly allow a normal traffic pattern. A lot of them are one way runways or are so close to a mountain that you have to be quite inventive in getting in and out of them.

Another exception happened to me not too long ago. I was flying into an airport where the downwind leg would put me over the town. The weather was legal VFR, but the ceiling was low enough that if I were to maintain legal cloud clearances, it would have forced me to fly too low over the town for minimum safe altitude. I entered the pattern on a left base avoiding the town.

Airspace can also encroach upon traffic patterns either above you or to the side. Agricultural aircraft also are exempted, under certain conditions, by §137.45 allowing a pilot to deviate from a normal traffic pattern.

Several sources were used for this article. The Federal Aviation Regulations and the AIM were the primary sources, plus three Advisory Circulars, 90-42F, 90-48C, and 90-66A, all pertaining to traffic patterns or collision avoidance. The FAA's Airplane Flying Handbook is also a good source to review from time to time.

Do your best to enter your patterns on a 45 degree to a downwind and avoid entering it any other way if possible. Most of all, use common sense, be courteous, be legal, and keep your eyes out of the cockpit and look for traffic.

Dan Petersen, ASI

ACCIDENTS

The pilot of a Cirrus SR22 attempted to land on a rain soaked private grass strip. While landing long, and unable to stop the aircraft, the pilot attempted to takeoff. The aircraft failed to obtain adequate airspeed and hit the trees at the end of the runway. The aircraft was destroyed and one passenger was injured.

The pilot of an AX8-88 Head Balloon landed on an ultralight field. While attempting to touch down, with a ground speed of eight knots, the pilot elected to execute a high wind landing. He stabilized the descent at four feet above the ground, extinguished the pilot light and opened the deflation port to land. Upon landing, the gondola skid across the ground and tipped over. There was no damage to the balloon and two passengers received minor injuries.

During roll out after landing, the tail wheel of a PA-22-135 developed an excessive shimmy. The pilot added power and attempted to lift the tail to relieve the shimmy. In doing so, the tail wheel steering spring separated from the aircraft and left limited rudder/tail wheel steering ability. Due to a brake malfunction when applied, it caused the aircraft to yaw to the right and the left main gear folded and collapsed. The aircraft received substantial damage the there were no injuries.

While landing on uneven terrain, the pilot of an R-44 helicopter added power during lift off and struck a tree with the main rotor causing a hard landing. The helicopter received substantial damage and one passenger received minor injuries.

The pilot of an experimental aircraft lost control on landing. The aircraft was substantially damaged and there were minor injuries.

While spraying, the pilot of a Grumman G-164 tried to fly between a barbwire fence and power lines. The pilot felt he was a little too close to the fence and pulled up a little catching the vertical stabilizer on the power line. The aircraft was substantially damaged and there were no injuries.

The pilot of a Grumman AT-400A failed to remove the aircraft tow bar before take off. The aircraft was substantially damaged and there were no injuries.

A private pilot with no high performance endorsement in the left seat and a commercial pilot with an instructor rating in the right seat piloting a Beech BE-33 crashed on approach to the airport. The pilot stated that the engine suddenly quit about one and half miles south of the airport. Inspection of the aircraft revealed one quart of fuel in the right main tank and three and half gallons of fuel in the left main tank. They were on a three hour flight and stated they had four and a half hours of fuel on board. The aircraft was destroyed and there were minor injuries.

The pilot of an amateur-built Rans S-16 made a forced landing in a cornfield. The pilot stated that on takeoff while performing a touch and go he advanced the throttle and noted the engine only produced partial power. Once the aircraft became airborne, the engine quit. Investigation revealed the engine induction air duct was extremely deteriorated and had collapsed. The aircraft was substantially damaged and there were minor injuries.

The pilot of a Lancair IVP experienced an engine failure shortly after takeoff. The pilot had just turned for a downwind departure when the engine quit at approximately 800 feet AGL. The pilot made an emergency landing at the airport. The aircraft touched down hard and the right main gear collapsed as the aircraft traveled across the runway. The nose gear also collapsed and the aircraft struck a Piper PA-28-140 taxiing on the parallel taxiway. The taxiing aircraft received substantial damage. The collision damaged the tail on the Lancair and the aircraft continued sliding on its belly until coming to rest after striking a parking lot fence. The Lancair was destroyed and there were no injuries.

The pilot of a Cessna 185 was landing at night with a forecasted wind of 350 15 with gusts to 25. The pilot stated that as he positioned the aircraft controls for a right crosswind, the aircraft continued to drift right. As the pilot put the tail wheel down, the right wheel dropped to the right off some uneven pavement. The left brake became more effective and the aircraft turned to the left causing it to ground loop. The aircraft received substantial damage and there were no injuries.

The pilot of a Piper PA-24 stated that while in cruise flight, he experienced a total loss of engine power. The aircraft made an emergency landing in a field. The aircraft received substantial damage and there were no injuries. Inspection revealed that the piston pin attachment and counterweight broke loose causing the engine to seize.

ENFORCEMENTS

A private pilot of Beech B36TC was on a flight from a private field to check on irrigation pivots at two local farms. He departed while a Presidential Temporary Flight Restriction (TFR) was active. The private field was within the area of the restriction. He checked the two farms and reentered the TFR. A 30-day suspension has been recommended.

The pilot of a Cessna 150 entered Class C Airspace without establishing two-way radio communications. A Warning Notice was issued.

The pilot of a Mitsubishi MU-2B landed with the left engine shut down. He exited the taxiway and while taxiing he was instructed to hold short of the runway at the taxiway. He was observed crossing the hold-short line before stopping. A Warning Notice was issued.

INCIDENTS

The landing gear of a Mustang II collapsed during taxi to runway. The landing gear broke at the weld near the landing gear attach point. There was minor damage to the aircraft and the pilot was not injured.

The pilot of a Cessna 421B while at cruise altitude noticed a low oil pressure indication and an alternator failure indication. The pilot shut down the right engine, diverted to another airport and landed safety. Mechanics found oil leaking from the back of the alternator. The alternator, seal and hardware were replaced.

After departing for a local flight, the pilot of a Lear 25 was unable to retract the gear and he returned to the airport and landed safely. Maintenance discovered the left main landing gear was out of rig.

A student pilot of a Piper PA-22 made a normal landing but after landing the aircraft veered sharply to the left and went off the runway. The pilot stated that he used very little braking because he did not want to put the aircraft on its nose. There was no damage to the aircraft. The student pilot will receive additional flight instruction.

While cruising at FL450, the oil pressure on the number one engine of a Lear 45 began to fluctuate. Power was reduced in an attempt to stabilize the fluctuation but pressure continued to drop. An uneventful unscheduled landing was made.

A Hawker 800 experienced an in-flight loss of control during a maintenance test flight. The aircraft was performing a stall check at 17,000 feet mean sea level (MSL) when the right wing suddenly dropped. The aircraft rolled several times and pitched down to a near vertical attitude. The captain was able to regain control of the aircraft at approximately 7,000 feet MSL. The flight crew declared an emergency and landed uneventfully. Investigation revealed no anomalies with the aircraft. The National Transportation Board is still investigating.

A Mustang II touched down in a bean field 500 feet short of the runway. There was no damage to the aircraft and there were no injuries.

After takeoff, the pilot of a Cessna 208B noted that the attitude indicator was not responding properly. The pilot returned to the airport and landed without incident.

WINTER FLYING

THINGS TO REMEMBER ABOUT ICE

✈ Remember, there is no such thing as a little ice. Have an icing escape plan ready before you take off and use your “out” at the first sign of ice.

✈ Turn the pitot tube heat on briefly during preflight and feel it to be sure it is working. Have it on well before entering clouds or reaching freezing temperatures.

✈ Icing is very common over mountainous areas because of the lifting action and in the lee of the Great Lakes because of abundant moisture. Use extra caution in these areas and remember that alternate airports with instrument approaches may be scarce in the mountains.

✈ When there is a chance of ice, be sure that you can reach warmer than freezing temperatures, either above or below your altitude, or clear air, within the performance of your aircraft.

✈ If you are topping clouds to stay out of ice, remember that the “tops” become higher near the LOW pressure center.

✈ If you are flying an aircraft equipped with deicing boots, it is a good idea to cycle the boots periodically, even when ice is not expected. This keeps the valves in the pneumatic system from sticking.

✈ If climbing above an icing layer, don’t climb at a steep angle of attack. This can allow ice to form on the underside of the wing, which quickly degrades performance.

✈ Pass along icing and cloud top information to Flightwatch on 122.0

✈ When considering PIREPs for ice encounters, remember that aircraft of different sizes and wing shapes accumulate ice very differently. Look for reports on aircraft types similar to yours.

✈ A “zero flap” or “partial flap” landing may be best when landing with a load of ice. Use higher than normal approach speeds. Consult your approved airplane flight manual.

THINGS TO REMEMBER IN GENERAL ABOUT WINTER FLYING

✈ If your aircraft’s battery is dead, do not hand prop the aircraft. Have the battery serviced or use external power. Hand propping is very dangerous.

✈ Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed-up and gyros are up to speed before takeoff.

FEDERAL AVIATION ADMINISTRATION
Flight Standards District Office
3431 Aviation Road
Suite 120
Lincoln, NE 68524

«Name»
«address»

WE'RE ON THE WEB

http://www.faa.gov/fsdo/lnk/

WINTER FLYING (Continued)

✈ Take blustery winter headwinds into account, especially if flying westbound, when planning for fuel requirements. Also, check wind direction and speed at your destination and be sure it is within the aircraft's and your crosswind capability.

✈ During engine start, be cautious about over priming your engine. Have a fire extinguisher nearby in case of emergency. Preheating is the safest way to winter starts and it is easier on the engine.

✈ After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow covered.

✈ Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast moving winter weather and the latest information may not be in the NOTAMs.

✈ Dress for survival when you fly this time of year. Also, pack a winter survival kit.

Remember—The FAA's first priority is **Safety**!

Let Us Hear From You!

Provide your comments on our Customer Feedback website at:

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/